

VOLUNTEER MARINE RESCUE *Journal*

Winter 2012



FREE



The Official Journal of the

**Volunteer Marine Rescue
Association Queensland Inc.**

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Front Cover :
VMR Gladstone

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SQUADRON CALL SIGN		VHF REPEATERS	HF (2MEG)	27MHZ	VHF
VMR ST PAULS					
VMR THURSDAY ISLAND	VMR 422	22,82	YES	YES	YES
VMR WEIPA	VMR 430		YES	YES	YES
VMR AURUKUN	VMR 498				YES
VMR KARUMBA	VMR 490	80		YES	YES
VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82, 22	YES	YES	YES
VMR MIDGE POINT	VMR 458	81-21			YES
VMR MACKAY	VMR 448	80, 21	YES	YES	YES
VMR GLADSTONE	VMR 446	82	YES	YES	YES
VMR ROUND HILL	VMR 477	81, 82	YES	YES	YES
VMR BUNDABERG	VMR 488	22,80,81	YES	YES	YES
VMR HERVEY BAY	VMR 466	22	YES	YES	YES
VMR BRIBIE ISLAND	VMR 445	81, 21		YES	YES
VMR BRISBANE	VMR 401	81	YES	YES	YES
VMR RABY BAY	VMR 455	81	YES	YES	YES
VMR NORTH STRADBROKE	VMR 449	81	YES	YES	YES
VMR VICTORIA POINT	VMR 441	81	YES	YES	YES
VMR JACOBS WELL	VMR 450	82	YES	YES	YES
VMR SOUTHPORT	VMR 400	81, 82, 22	YES	YES	YES
VMR CURRUMBIN	VMR 420	82	YES	YES	YES
VMR POINT DANGER	VMR 460	22	YES	YES	YES

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from the President's Chair

I remember reading some time ago that the average lifespan of a volunteer in Queensland is two years. Meaning that on average, two years after a person joins, they would have left. I personally value the service of each and every member of VMR no matter their length of service or the extent of their involvement. It's often easily said that an organisation is only as good as its members, but in the case of a highly trained marine rescue service staffed almost solely by volunteers, this statement is critically true.

I regularly meet serving members of VMR in Queensland who have exceeded 10 years of service. It's exciting to meet those members and discuss their collective wealth of experience. Then on rare occasions I meet VMR personnel who exceed 20 and 30 years of service, making my scant 15 years of service look like the efforts of a rookie. These are always people who haven't been handed some magical management role on a plate, but who have worked their way up through the ranks to be rescue vessel masters and operations controllers, the people on the coal face of our operations. The people upon whom, entities such as Police and other community agencies rely upon for expertise in their field. We are blessed in VMR in Queensland to have the right people doing the right jobs.

One such long standing member with over 30 years of operational and management experience in VMR is our State President Mr John Jacobsen. John started on the rear deck of rescue vessels operating in Southern Moreton Bay, the dangerous Jumpinpin Bar and offshore waters. Like many of us John rose through the ranks through crew, vessel master and various management positions until taking his place at the helm of VMRAQ. John has never lost touch with the day to day operations of VMR in Queensland. In the January 2011 floods John took the helm of VMR Raby Bay vessel *Energex Medivac* whilst SAR operations were conducted on the Brisbane River. In just the last few weeks John commanded a VMR Jacobs Well vessel offshore from the Gold Coast in a search for a missing fisherman.

I have never made secret my admiration for the work that John has done on behalf of Marine Rescue in Queensland, so it was with distress as a stand in delegate recently on the State Council that I was witness to John's resignation as State President. This is a huge loss for Marine Rescue in Queensland. Thirty plus year veterans with the leadership and broad base of skills required to run a large enterprise are not common people and to find one who is prepared to do this in a voluntary capacity must be counted as an exceptional individual.

Mr Jacobsen my hat is off to you sir, and I thank you for your previous and ongoing commitment to the cause of Marine Rescue in Queensland.

I take this opportunity to introduce myself to our members. My name is Keith Williams. Like John, I started on the rear deck of marine rescue vessels operating in Moreton Bay and offshore waters. I rose through the ranks through VMR master and have now twice held the position of Commodore of VMR Raby Bay. I am also the current Unit Resource Controller for my

squadron. At various times including currently I have been a delegate on the Moreton Bay Zone and it was in Mr Ed Pepping's absence that I recently stood in as a delegate on the VMR State Council.

After John's resignation there was much discussion on how best to proceed in the interests of VMRAQ and its members. In consultation with State Secretary Manager Mr Harry Hubner, the council has elected me interim State Chairman until the normal voting AGM scheduled for August 2012. I am pleased to report to our members the spirit of unity and purpose that is being exhibited by the members of the State Council. A number of challenging issues have been raised and dealt with by this committee and I am sure many remain in front of us.

This most recent weekend (May 26-27, 2012) it was my privilege to attend the Central Zone meeting held in Gladstone. Again with distress I learned of the resignation of Mr Graeme Morley, Central Zone president and State Council representative. Since meeting Graeme on the State Council last year I have held him in the highest regard. This meant the Central Zone had some difficult business to process. I was well impressed with the professionalism which was displayed in choosing a new Zone President and I congratulate Mr Graham Kingston from Bundaberg on his appointment to that chair.

A number of challenging issues face Marine Rescue in Queensland in the time that lies ahead. New changes to health and safety legislation will again mean increased administration and training overhead as we strive to make our volunteer work places safer. Indeed at time of writing (May 28) Secretary Manager Mr Harry Hubner is off to Sydney to study and develop presentations for our operational members on this subject. I am always amazed at how busy, yet time-poor volunteers find the time not only to deal with these changes but continue to allow us to flourish as an organisation state-wide.

This makes Marine Rescue in Queensland a force to be reckoned with and an organisation of which I am unashamedly proud.

Keith Williams
State Chairman

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Past President's Report

It is with much sadness that I have to inform you that I have stepped down as President of Volunteer Marine Rescue.

As President of this wonderful association and as a working member I know only too well the wants and needs of our members, and the support that is needed now and into the future, for the protection of our members and the retention of our members, both protection and retention must be of the highest priority. For too long we have been there for convenience for the authorities. The government throws a few dollars at us, and we are expected to maintain a safety net around the Queensland coast line for the boating public without giving us the legislative ability to protect our members and perpetuate our Industry.

I step down from the Executive and Council with the knowledge that things must change. I believe a new model for the governance and good running of the association is urgently needed, and the squadrons need to have more input in the direction that Volunteer Marine Rescue must travel in the future.

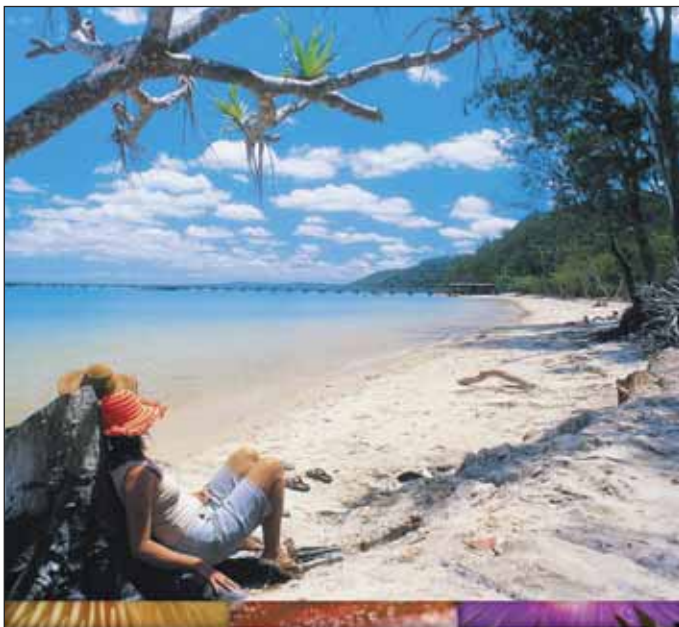
My heartfelt thanks to the good members that have contacted me. My wish for all of our members and the boating public is to stay safe, embrace the training, and become involved in the future.

And to the boating public LOG ON.

John Jacobsen ESM



John Jacobsen



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ACTIVATIONS:

MOB in the Burnett River

Duty Skipper Graeme Morley received an activation call from the Bundaberg Police at 18:20 on March 30, 3012 for VMR assistance with a search in an MOB situation in the Burnett River. *Bundy Rescue* left base at 19:00 to proceed up river in the dark, while *Bundy Rum* was taken by road for launching at the Town Reach. It transpired that a fisherman had gone overboard and not resurfaced while stepping across the gap between trawlers rafted together at a wharf.

Bundy Rescue commenced a spotlight search from Kirby's Wall, downstream from the incident, as the tide still had an hour to ebb. The AGL rescue chopper was activated and *Bundy Rum* was spot light searching in the town reach, while the police team were operating a grappling hook search at the incident location. *Bundy Rum* was activated into the area near the trawlers to see if the depth

sounder produced potential targets. This was not effective. Then the grapple search hooked-up and the victim was brought to the surface around 20:19. VMR 488 crew, Erwin Hoffmann and Dennis James, then assisted the police officers with the difficult task of getting the victim, who was now pronounced deceased, into *Bundy Rescue* for transport to shore. Both VMR vessels returned to base where a de-brief was conducted.

Long and Heavy from Break Sea

A 15.2m foreign fishing vessel travelling to the Solomon Islands was towed to safety by a VMR 488 in an 11 hour operation on Saturday, May 12. The radio room took a call from the ship's agents around 08:00 to the effect they were advised



Bundy Rum enters the MOB incident area in the Burnett River. (right)

VMR crew assist QPS officers in the recovery of the MOB victim. (far right)
Images courtesy WIN Network



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Reading the tow off Break Sea Spit in calm conditions. (left)
A glorious sunset was a reward on the return from Break Sea. (below)



by satellite phone that the 30 tonne West Coast vessel travelling to the Solomon Islands was dead in the water with engine failure about four miles south-east of the north cardinal mark at Break Sea Spit. The vessel was drifting and unable to anchor.

Our main rescue vessel *Bundy Rescue* was dispatched at 09:30 after relevant discussions with the ship's agents for an advance funds transfer. *Bundy Rescue* rendezvoused with the vessel approximately 1.7 miles east of the shallower water on the shoals and had the vessel under tow by 12:20. Speed on the return journey was restricted to less than eight knots because of the drag from the heavy vessel and need to manage fuel consumption. The disabled vessel had no power for steering and continually tracked outside *Bundy Rescue's* wake. If the sea had not been calm the extra drag from the oncoming sea would have placed much greater stress on the tow rope and dramatically increased fuel consumption.

We had the vessel and her three crew members arrived at the Bundaberg Port Marina at 20:30. The ship's agents required the vessel to be anchored near the marina, but it transpired the anchor was inaccessible due to its stowage below several 1,000 litre fuel containers. This meant our helmsman had a very challenging task of safely berthing the vessel in the confines of the marina, in the dark and with visibility restricted by the profile

Volunteer marine rescuer, Garry Dick is employed as a maintenance supervisor at Bundaberg Sugar's Millaquin Mill and Bundaberg Refinery. Although Garry is employed full-time, he is still available for volunteer marine rescue work.



“ In the numerous years I've been involved with Volunteer Marine Rescue, Bundaberg Sugar has been more than supportive of me. Especially with the times I've had to be absent from work during extended call-outs. I can't thank them enough. ”

Bundaberg Sugar considers its support of Garry and other emergency service volunteers a priority and sees it as an important contribution to the community.

In the spirit of marine safety, Garry and Bundaberg Sugar remind us that during the cane crushing season from May to December each year, the cable ferry transports sugar cane across the Burnett River.

The cable crossing is located near the Bundaberg Sailing Club at the upstream end of 'Long Reach'. All river users need to be cautious when approaching the ferry and can only cross if the ferry is at anchor and the cables are down.

LOOK OUT FOR THE CABLE FERRY

These are the shapes (for day) and lights (by night) that appear on the cable ferry.

Please Take Note: Remember what the signals mean and comply with marine regulations

Displayed Regulation Shapes and Lights

	Vessel	Day Shapes	Signature Lights
Keep out of the way ↑	Restricted in ability to manoeuvre*	● ◆ ●	● ○ ●
	At anchor	●	○

*display sidelights and stern light only when making way

Take safety on board and follow the ferry's displayed regulation shapes and lights.





Agros and barge in the original berthing configuration. (above left)

Tug *Ballina* stands by to assist *Agros* and her barge in the Burnett River channel. (above right)

of the large fishing vessel. It was therefore a team effort to relay sightings and distances. *Bundy Rescue* travelled 115nm during the 11 hour operation and used 850 litres of fuel.

The crew of the disabled vessel were most appreciative of the professional rescue operation by the VMR crew and were looking forward to the arrival of the company mechanic to repair the engine so that they could continue the voyage to the Solomon Islands.

Burnett River Traffic

A quick look at the map shows Bundaberg is just down the road from Gladstone (about 180km) and the Bundaberg region is now experiencing flow-on effects from the industrial boom in Gladstone. Real Estate activity has picked up, with Gladstone workers establishing family homes in Bundaberg, retirees moving out of Gladstone because of cost of rentals and the boom in house prices. We are also seeing a marked increase in marine traffic for Port Bundaberg.

The large resource of volcanic rock in the Bundaberg region is being exploited for foundation material for the LNG plants being built on Curtis Island at Gladstone. As tens of thousands of tonnes of 40-50mm rock are required for the development a shipping operation was invoked instead of road transport (good news for the highway and its users). The tug *Agros* and her barge have been operating since mid-2011. Tug *Pedro* and her barge have now joined the operation which involves a three day round trip between Port Bundaberg and Curtis Island. The original operation involved a perpendicular berthing of the barge, with trucks loading rock over the front ramp (see picture above). This has now been replaced with an easier berthing and more efficient trans-loading operation from the sugar wharf.

Boat Replacement

Planning is well underway for the project to replace our 18 year old primary rescue vessel *Bundy Rescue*. We are evaluating options for an 11.6m catamaran to give us enhanced off-shore safety for the 4,000sqm of open water in the

VMR488 watch zone. The project committee is in the process of inspecting and sea-trialling two prospective designs. Already it seems we will have to undertake significant modifications to the main boat shed and launch ramp to accommodate a larger and heavier vessel.

Training

UTC John O'Callaghan has re-worked the regular Saturday training sessions to focus more on skills development and maintenance for members who only wish to train as boat crew. Those who wish to progress through the TMM07 module for Senior Crew or Coxswain competency also participate in these sessions, but will undertake additional modules as self-paced learning with support from other Coxswains and the UTC. The change in focus was deemed necessary to ensure we have sufficient crews with current and necessary skills for rescue operations and also to make training more practical than theoretical.

First Aid

On Saturday, March 31, 21 members participated in the First Aid course run by Janelle Andrews from True Blue First Aid. Nine members undertook the CPR refresher, eight the first aid refresher and four the first-time first aid course.

VMR 488 has invested in an automatic electronic defibrillator (AED) unit to improve the chances of recovery in the golden period for members who may suffer a heart attack while at the



The attentive audience at the VMR 488 First Aid course.



The large crowd at the 2011 prize and lucky draw ceremony. (left)
The 'last minute' line up at the weigh-in tent at the 2011 VMR Bundaberg Family Fishing Classic. (below right)

Once again the good people from Bargara Rotary are geared up for the tasty burgers, hot chips and cold drinks. The VMR crews will be manning a licensed bar and there will be live entertainment.

Mark the date, get the bait, or just register for the lucky draws at the VMR Family Fishing Classic. Entry forms are available at TackleWorld, other marine and fishing outlets, the VMR base and the Classic website. www.vmrbundabergfishingclassic.com.au



Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

base. We have also advised our neighbours in the Burnett Heads community (Blue Water Club, marinas and the IGA supermarket) that the unit is available 06:00 to 18:00 for 365 days each year should any of their patrons require defibrillation, as Burnett Heads is very much on the margin of the 10 minute paramedic response area.

Fishing Classic

The last weekend in June (22-24) is almost upon us and that means the VMR 488 Family Fishing Classic is on again. Classic organiser Graeme Morley said "This year we are offering 4.1m PolyCraft Challenger boats for both Saturday and Sunday lucky draws. Boats are fitted with 30hp Suzuki outboards and trailers. This has been possible because of the strong support and exciting growth of the classic from 465 registrations in 2006 to 1,128 in 2011." The Junior lucky draw prize will be a kayak. The total pool for prizes and lucky draws will be over \$50,000.

Fishing can be undertaken between 06:00 on 22nd to 12:00 on 24th, with senior and junior sections in dead and catch and release categories. There will also be a mystery fish/mystery weight prize, as well as an early-bird registration draw.

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jacobs well VMR



ANZAC Day Service

VMR Jacobs Well provided a guard of honour for the ANZAC Day Service on South Stradbroke Island run by the Gold Coast Boat Club. John Fels (a VMR associate member) has written and presented the service on behalf of the boat club for the last eight years and told us it started with a group of about six people and built to about 340 people last year.

It is the only service on the Island and VMR Jacobs Well were privileged to be part of it.

Just Another Radio Roster

A normal Wednesday night radio roster at Jacobs Well is pretty quiet but you can't always take things for granted.

Recently I attended VMR Jacobs Well for my Wednesday night radio shift (1800-0600) normally a quiet roster with nothing to enter into the radio log. As it was ANZAC Day extra people were out on the water and I was expecting a not so quiet shift. I arrived at 1715 and found the duty crew just returning from a jet

ski recovery with another tow job waiting. Just as the crew were preparing for the next activation the phone rang and the local tavern advised of a young girl who had fallen and struck her head. Ambulance on the way but could we assist also? Two crew members despatched to the tavern (only four on duty) so the tow had to wait. Assistance rendered, ambulance took the patient to hospital and the crew returned for the tow. This crew was due to finish their shift at 1800 but did not depart until 1755. The tow was for a member of another squadron but in our area of operation – so off they went to the northern extremity of our AO. The tow was to finish at Coomera Shores which is the southern extremity.

A mere nothing to our northern brothers, but about the longest tow you can do in our area of operation.

The vessel to be assisted was a large cruiser so only about six knots could be achieved. After lots of location status, radio calls for tracking purposes the tow was finally completed and crew back at base 2230. (Volunteers, you have to luv 'em)

Finally some peace and quiet and just dozing off about 0230 when I heard the dreaded MAYDAY MAYDAY call. It was a situation at the mouth of the Noosa River being handled by Mooloolaba Coast Guard so we were not involved but I have to tell you just hearing the call gets the blood pumping. Monitored the one side of the call I could hear until until all was resolved and normal (no calls) traffic was resumed.

Looking forward to the next roster returning to what I am used to.

It pays to Join

Since January 1, VMR Jacobs well were involved in 140 activations consisting of 15 medical, 83 breakdowns, eight fuel, 15 groundings, nine sinking/sunk, and 10 search and rescue. Total hours (including training) were 518.52 and fuel used was 10,207 litres. Small tinnies, large yachts, cruisers and even a large dredge was towed off a mud bank, However a particular

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activation comes to mind, being a job carried out by midweek crew. One early Friday morning at approx 0445 a cry for help was heard by the radio operator on shift, as the operator went out on the balcony he noticed an amber light flickering through the port hole of a moored catamaran, once again a cry for help was heard and the skipper and crew were alerted, the police contacted and an instant activation occurred, according to the owner of the vessel it took approximately four minutes for the rescue boat to be there at his aide. The cat was towed to a small beach nearby where the owner borrowed our fire hose and proceeded to fight the fire from the bow of the boat, suddenly to the owners surprise the backstay gave way and the mast came down missing the owner by centimetres, soon the fire brigade, ambulance, and police had arrived and the fire was under control, the ambulance treated the owner of the cat and took him to hospital. The firies thanked the crew for their quick thinking and job well done, and a well done was given by the ambulance and police,

The action was caught on video by the duty radio officer and made its way onto most of the television stations so some readers may have seen it at the time.

Safety Forum

Jacobs Well VMR were fortunate recently to host a public forum on Safety Management Systems, chaired by Luan Baldwin – a Marine Officer with Maritime Safety Qld. Even though funding for this type of activity was recently withdrawn

Luan was good enough to give up his time on Saturday, April 28 to address an audience of mainly JW VMR coxswains and the committee.

Some of the subjects covered were:

- Transport operations (maritime safety) regulations 2004.
- Operations procedures/policies to be developed for vessels
- Risk assessment
- Likelihood vs. consequence tables
- Matters about records to be kept
- Crew training and inductions
- Certificates required to be kept
- Maintenance schedules
- Marine incidents

An interesting morning with video and good stories about some of the things that can go wrong in a marine environment and plenty of time for a productive question and answer segment. VMR JW is very appreciative of the time and effort Luan put in on a voluntary basis because he feels strongly about this important subject. Again many thanks Luan.

Police Call

A request went out for search and rescue midday Wednesday, April 18, from the Southport Water Police. A man was missing from a boat that was sunk on Tuesday night with 2POB. The alarm was raised whe the female passenger swam four hours to the Southport Spit.

Answering the call for help were VMR Jacobs Well, Coast Guard Southport and VMR Currumbin. The SAR was carried out over the next 4 1/2 days with crews from VMR Raby Bay and VMR southport joining the search.

A large area of approximately 54sqnm was searched from the Pin Bar down to Broadbeach and out to three nautical miles offshore. Several items were recovered from the lost boat but still no sign of the missing man. Our deepest sympathy goes out to the family and friends.

Thank you to the crews who participated in the search in such heavy weather. VMR Jacobs Well's involvement alone totalled 190 man hours and 1035 litres of fuel.





weipaVMR

The Weipa unit has been without its vessel *Rescue 1* for two months now. After nearly a decade of service which has seen her survive rescues and assists in all weather, including two rescues in the height of cyclones.

One of those rescues resulting in major damage to the vessel where she was hammered by nine metre waves during the retrieval of survivors. Over subsequent years maintaining her has been an ongoing task in an area where parts, repairs and technical advice is not easily available. The refit was due on two fronts. Those being her age and that she no longer met present day survey requirements. I would suggest other units with aging vessels seriously look at what has changed over the years in relation to survey requirements.

The bottom line for Weipa showed the lion's share of the expense was in areas relating to new survey requirements and not so much general wear and tear. The one ray of sunshine came after receiving the quote of \$17,000 to transport her back by ship from Cairns.

After recovering from near heart failure at that news I noticed during sea trials in Cairns the other day, a large dumb barge sitting in the same shipyard receiving some TLC. I recognised her and realised her home port is just 60nm to the north of Weipa. On returning to Weipa I met with the owner Vance Wallin of Carpentaria Contracting. He readily agreed to transport her back at no cost when the barge is ready to go. A very generous gesture and a welcome sigh of relief from our bank manager. Our thanks go to our sister unit Aurukun whose 7.5m Niad has been on loan during R1's refit.

On another note that relates back to the refit is the unit's financial state. Now drained to almost nothing we have joined the ranks of other remote units in communities where fund raising is very limited or non-existent.

At the last zone meeting attended by Mornington Island, Burketown, Karumba, Aurukun, Weipa, and Thursday Island it was unanimous that operating under the present income arrangements was not meeting unit's requirements. Following a lengthy discussion on the matter the zone has now implemented a new response initiative. It simply means that so long as the boatie has activated their emergency beacon no charges will apply to them for the assist or rescue.



VMR Aurukun's vessel which was on duty as the safety vessel during this year's Weipa Bill Fish tournament.

If the boatie has not purchased this vital piece of gear and contacts police direct and VMR is tasked, the police will be billed. In the past this fee has been based on fuel costs only. These remote units can no longer operate in the black under that type of scheme. With replacement costs for vessels now nudging the half a million dollar mark for primary vessels it is no longer viable to sustain the service and keep up with the ever increasing demands of government regulations etc. The bottom line is someone is now being billed \$600.00 per hour for assists and or rescues. Be it the police, AMSA or the boatie that refuses to spend \$500.00 for a beacon. The same boatie that expects us to expend in some cases, thousands to locate him over a three day period when he could have been located in hours with a beacon. The government has no issues in paying anywhere between \$1,300.00 and up to \$14,000.00 per hour for aircraft to search. What happens when they locate the target? Send us. At what? \$100 per hour. When you consider that a lot of our primary vessels are now costing more to purchase than the Cessna that is tasked it is a ludicrous situation.

The east coast is a different ball game in some respects. Whereas in the more remote regions of the gulf there can be hundreds of kilometres between marine rescue assets.

On a lighter note Weipa and the zone has over the past year or so enjoyed the benefits of the quality and quantity of training provided by the state training officer Robbie Brock. The difference this has made to units that in the past have struggled to provide quality training has been outstanding. His rapport with crews and management is second to none. Having professional full time staff within our organisation is certainly the way to go. Robbie is the proof as to just what a difference a dedicated full time staffer can make to the units state wide.

It is important for all units to have as much political clout or input into their respective zones as your local council, state or federal member can be a powerful ally. I am very pleased as the



results of the recent elections are tallied. Almost all gulf zone units now have members in local councils as mayors, deputy mayors or councillors. We wish to congratulate them all for their efforts in achieving their respective roles.

Weipa squad is now attempting to source some earth moving capability to enable the site of our new base to be prepared for the 24m x 12m slab to be laid prior to the building being erected. The prefab building has arrived and as soon as funds allow we are hoping to get it up and in place in the not too distant future. It will be a welcome relief to those crews who are responsible for backing the vessel in and out of the old shed we have been in for the past 16 years. If you get it right you have only around 10cm clearance each side between the fibreglass hull and the supporting steel girders. It makes for hair raising moments when instructing new drivers.

There is not much that is new on the rescue/assist side of things. Same old issues with boaties that we are all far too familiar with. I guess one of the changes that has eased the load in those two areas has been the introduction of four stroke outboards. It is my guess they have reduced mechanical assists in our area by around a third or so. This is an indication that poor maintenance has been a major factor in the past as the old 2 strokes did take more TLC to keep them up and running.

CREW PROFILE:

Snr Offshore Coxswain Jacinta Smith.

Jacinta moved to Weipa from Mackay in 2008 and joined the VMR Weipa crew that same year. Jacinta topped her class when she completed her VMR commercial coxswains course. Shortly after completed her trainer and assessor course with VMR and took on the unit training officer's role which Jacinta still manages to this day. At age 30 Jacinta has made a name for herself in her chosen career with Rio Tinto as an environmental officer connected with the mines operations. Her role there is to oversee that environmental legal requirements are met in addition to monitoring water and air quality along with noise monitoring.

At home Jacinta has an 8m Sea Swell Striper powered by twin 150hp motors which gets a regular workout taking her fishing, camping and the odd spot of bird spotting.

Jacinta also carries the zone delegates badge and is a vital cog in the Weipa operations. During this year's ANZAC day ceremonies she laid a wreath on behalf of the Weipa unit.

Peter (Crazy) Graham
Weipa Pres.

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southportVMR

Well, the Easter period has been and gone and VMR Southport certainly felt the impact of the extra number of vessels that came to enjoy this beautiful part of the world.

The Gold Coast turned on its usually perfect weather with beautiful warm sunny days with very light winds and it was standing room only in the local anchorages as everyone tried to find the most comfortable spot amongst the crowds.

VMR Southport has performed in excess of 120 vessel assists over the past three months with 25 of these just over the Easter long weekend. Amazingly, with all the extra vessels on the water, only a couple of these assists involved serious incidents, keeping Queensland Ambulance very quiet for marine based activations.

Outside of assisting troubled boaties, maintaining the facilities at our rescue base has been given top priority. We have recently replaced our pontoon walkway as the previous structure slowly demolished itself. This was a rather hefty expense to the organisation but in the interests of Workplace Health and Safety this was only a minor consideration. Consideration of a new boat ramp is well underway and engineering recommendations are currently being sourced. Again, this structure is beginning to go past its use by date.

Regular Tuesday night training is in full swing and our members are itching to progress, which is very pleasing. A recent forum meeting saw some 130 Certificates of Attainment given to approximately 40 members who had completed courses in the last few months. Well done to all.

This forum meeting also saw the presentation of National Medals to David Macdonald, Terry Hunt and yours truly, Glenn Norris. Time spent between the three of us almost equates to almost 50 years and certainly some memories and experiences have been gained in that time, time which we have all given with pleasure.

As the winter months approach and many rest their vessels during the colder periods, we suggest, and hope, that many take the opportunity to carry out the necessary maintenance on their vessels and associated equipment to ensure trouble free boating next season.

Remember, VMR active members are all volunteers here to do the best they can, in a not always perfect environment,

therefore, we recommend that your membership remain current with your local squadron so that in the event of any misfortune on the water, they can be contacted for assistance when and where required.

Notable Jobs

During the extremely busy Easter period a frantic man rang VMR stating his jetski had broken down and he and his passenger were rapidly drifting toward the rocks on the North Wall of the Seaway. Unbeknown to the caller, a VMR vessel in the area saw the drama unfolding and quickly responded to the incident, attaching a rope to the stricken jetski and towing it to safety. All whilst the man was still on the phone to VMR!

Sometimes you can be on the spot when urgently required. (Sometimes you just can't help but be in the right place at the right time!)

VMR Southport crews responded to sinking jetski recently to find the craft resting upside down and full of water. The very embarrassed rider claimed to be just riding along and for no reason the ski filled up with water. More embarrassed was the owner when he disclosed that this was the maiden voyage on his recent eBay purchase. Let the buyer beware!

The daylight hours of the Easter period produced almost non-stop jobs over the recent holidays. At one time a yacht being

“As the winter months approach and many rest their vessels during the colder periods, we suggest, and hope, that many take the opportunity to carry out the necessary maintenance on their vessels and associated equipment to ensure trouble free boating next season”

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towed from the Coomera River to Southport had to be untied and anchored twice and then re-attached twice due to urgent calls being received from Queensland Ambulance Service for transport of paramedics to incidents on South Stradbroke Island. The yacht skipper was very co-operative and fully understood the priority of assistance VMR undertakes.

The generosity of some boaties really emphasises the importance and respect they have in VMR. A man requested assistance for an electrical problem on this vessel recently, asking VMR to tow his large cruiser from approximately 500m south of Runaway Bay to Runaway Bay Marina. A VMR membership and \$500 donation came our way in appreciation of the service. A great job.

Sometimes people sound so innocent when they call VMR. A caller recently requested assistance after their runabout "lost its engine near Crab Island". Upon arrival the VMR crew located the distressed boatie. Assuming "lost its engine", and not being informed otherwise from the initial call, meant "my engine broke down" the crew confirmed definitely, a lost engine – somewhere in the Main Channel, now resting peacefully on the bottom! Apparently it just fell off the back of the boat.

Safe Boating
Glenn Norris
Operations Controller
VMR 400 Southport



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hervey bayVMR

Flare Training

New recruits to the ranks of VMR Hervey Bay volunteers were treated to a lesson in the use of emergency flares in April. In Queensland, registered recreational vessels travelling in partially smooth waters and beyond are required to carry two red hand held flares and two orange smoke flares. Despite carrying them on our boats year after year, most people will never use one nor see anybody else use one. But around the coast of Australia maritime disasters are regularly prevented through the use of such safety equipment.

Note that in order to use live flares for training purposes we must follow strict Maritime Safety Queensland regulations that govern the use of emergency flares outside of an emergency situation. This involves advance notification to RCC Canberra and all local emergency services, along with the identification of a specific time period during which the flares will be ignited. A Notice to Mariners giving details of the flare ignition is broadcast around the permitted time period so that anybody in the vicinity is aware of the event.

For training purposes we use flares from our rescue vessels that are still within the expiry period – and replenish the onboard equipment. Flares that have past their expiry date cannot be used for training purposes, and must not be carried on any vessel, as they are then considered to be explosive devices. Expired flares can be given to Maritime Safety Queensland at the Urangan Boat Harbour for safe disposal.

After a short hop across the water to Round Island, and a walk through the water from boat to shore, a briefing was given by skipper Gary Brown. Volunteers then experienced first hand the use of each of the flare types.

Regular readers may recall that several flares have been used so far this year by vessels in distress. The rider of a sunken jetski used an orange smoke flare to guide the rescue boat to his location in the water. A flare was let off mid-morning by a vessel in distress near Moon Point – this was seen and responded to by another vessel in the area. A flare spotted one night from River Heads alerted us to a vessel in distress in the Kingfisher Bay area.

Unfortunately there are other times when flares are used inappropriately. One of the most frustrating incidents that our crews have to respond to is the sighting of a flare that has been



let off by somebody for 'a joke'. It happens, on land and at sea, and as the safety of life at sea is our primary concern we, along with the Water Police, treat all such sightings very seriously.

There are occasionally instances of vessels broken down and unable to give a latitude and longitude or are mistaken in their location. Without flares onboard they were unable to guide the rescue vessel to their location, resulting in an unnecessarily long search being undertaken.

Like all safety equipment, flares are an essential piece of equipment to have onboard but we hope we never have to use them.

Upgrading the Radio Mast

Marine radio transmissions between VMR Hervey Bay and boats in the area will be receiving a boost in range and quality thanks to a new aerial being put into use at our Urangan base. We have had the new aerial in storage for a little while pending refurbishment of the base's radio mast but at the time of writing it is only a few days away from going into service.

Our 32m high radio mast was erected here in 1979 when the current boatshed was built. It was originally the base of a windmill in the Toowoomba area before being trucked to Hervey Bay for a new life at the seaside.

Before putting a big new aerial up on the top of a 40 year old mast we had to decide whether a new mast or

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refurbishment of the existing mast would be the best option to ensure the new aerial went up and stayed up for many years to come. Several options were investigated, including new and secondhand masts, but in the end the ideal solution was thought to be the refurbishment of the existing mast.

The first step was construction of a temporary scaffolding structure on the roof of our conference room to hold radio aerials while the main mast was out of action. Once the weather had settled and a crane was available the main mast was lowered to the ground and taken away for treatment. A severe sand blasting and the replacement of fatigued spars was followed by primer, undercoat and two coats of a marine

epoxy coating. This is expected to give the mast a further 20 year life expectancy.

While the mast was offsite, the mast foundations were strengthened with additional concrete.

The mast was delivered back to the base mid May and occupied the carpark until all the necessary equipment and manpower became available for its re-erection. A couple of weeks later it was back in place and at the time of writing we await the final connection of cables to the radio room.

Thanks must go to Graham and Warren Persal at Wide Bay Crane Hire for their generous assistance with this project.

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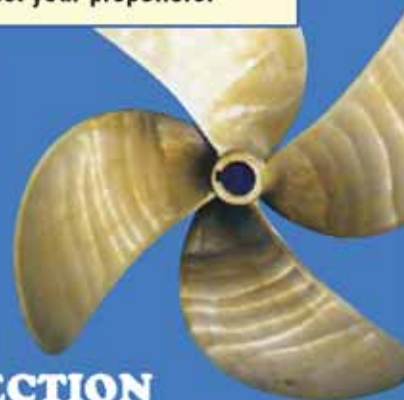
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2012 Bay to Bay Yacht Race

The 2012 Bay to Bay Yacht Race was held at the beginning of May. Over two days yachts sail from Tin Can Bay to Urangan, with an overnight stop at Garry's Anchorage on Fraser Island. Rescue vessels from Coastguard Tin Can Bay, Coastguard Sandy Straits and Marine Rescue Hervey Bay provide escort duties for the duration of the race as it passes through their regular areas of operation. This year we used the opportunity to take out some of our new radio operators to learn about the local area and get an understanding of rescue vessel operations. On the day *Hervey Bay RSL Rescue* had the escort crew and radio operators onboard and *Boat Club Rescue* had that days duty crew onboard – so if there were any distress calls from elsewhere in the bay they could leave immediately. That day there were three rescues not associated with the race, two of them up at the top of Fraser Island.

Radio Operator Maurice Pontt reports here on his day onboard *Hervey Bay RSL Rescue* ...

Being a new radio operator, I arrived early around 6:30am to be a passenger /observer on *Hervey Bay RSL Rescue* for the Bay to Bay Yacht Race. *Boat Club Rescue* was also moored at the base in mirror like waters as the suns early morning rays sparkled on the marina.

The crew for the day were the skipper, Gary Brown, Kevin Heitmann, Ron Henson and Reg Treston, with radio operators Richard Bourner, Robert Reakes and myself. The ever smiling skipper, Gary, welcomed the radio operators aboard for a day out on the water to observe a colourful display of some 140+ tall sleek sailing boats.

The powerful motors of *Hervey Bay RSL Rescue* burst into life and we quietly eased out of Urangan Boat Harbour into the big blue pond. The call went out "hang on" and the skipper commanded the big black outboards to full power, rooster tails

of water trail our vessel and we were on our way heading down the eastern side of Big Woody on a nearly full tide. Crewman Kevin gathered the radio operators and pointed out places for safe anchorage, creeks, smaller islands, resorts, markers and buoys and their meanings, and detailed our route across safe waters. Well done, thanks Kevin.

We anchored south of Kingfisher Bay at Yankee Jacks Creek to be near the sailing fleet in case we were needed for a rescue operation. The cool breeze was now starting to warm, the sun danced on the calm waters, as the fleet of yachts slowly sailed past with a 10+kt wind filling their spectacular, proud sails. The *Pride of Maryborough*, from Coastguard Sandy Straits, came over and tied up alongside for a chat as Yankee Jacks Creek was the end of their patrol area.

Robert took over radio operations for the remainder of the day as Reg and Ron pulled up anchor and we were on our way, wind in our face, we keep abreast of the fleet, our next way point Bennett Creek, just south of Kingfisher Bay. About this time *Boat Club Rescue* came across a tinny out of fuel and

grateful for a tow back to Urangan. The *Spirit of Hervey Bay* was on a sightseeing tour and provided lunch for the VMR crew, many thanks *Spirit of Hervey Bay* and *The Hervey Bay Boat Club*.

Our next point of call was Kingfisher Bay for a comfort stop. Kevin manoeuvred our vessel to a safe mooring at the pier; Reg and Ron again on the job tied us up securely. Reg wants to know if we will be back in time for him to get prawns for dinner? After a quick tour of Kingfisher Bay, my first time on Fraser Island, we are back onboard *Hervey Bay RSL Rescue* heading towards Big Woody North marker.

Surprise! Surprise! The skipper asked if I would like to take the helm, "Would I" Yeh! Under the watchful eye of Gary I get the feel of the vessel and then I've got to watch the compass headings, watch the onshore markers for correct track, keep a





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lookout for buoys, scan seas ahead, maintain track all the way to Big Woody North beacon. WOW. I thought you only had to steer a boat? Very honoured for the temporary post, learned so much, excellent, thanks Gary.

Richard, one of us radio operators, has been our photographer throughout the day with his bag of cameras, multiple lenses. Snap, flash, snap, smile, flash, should be some grand shots.

The wind has died to a whisper and the seas have returned to a mirror, the sails on the yachts are sadly hanging limp, doesn't look like they are going to get to the finish line in time. Time is slowly ticking by, no wind, and no yachts skimming by. What about the prawns? Reg is worried about getting back to the fish shop for the prawns. Further interrogation reveals it is his 43rd wedding anniversary and he promised his bride prawns for dinner. Congratulations Reg and Ellen. I hear on the grapevine he did not make it to the fish shop on time for the prawns but his understanding wife knows the important job he was doing relaxing on the bay for the day.

The finish gate is still open and the wind and time are standing still. Gary asks have we any questions, I mention I would like to know more about the radar and plotter display. That thing nearly drives the boat, you need a pilot's licence to operate it but very interesting for all judging from the observers gathered around, not only radio operators. The finish gate is closed, yachts have downed their sails and started their engines, time to go home to Urangan Boat Harbour, and we do the same.

A great day had by all, it is good to see the other side of our important operations and also get to know the friendly, fun loving but professional crews we talk to on the radios. A good mob to be with for the day, well done and heartfelt thanks.


New Vessel for VMRHB Well on the Way to Completion

Volunteer Marine Rescue Hervey Bay (VMRHB) is looking forward to receiving their latest vessel acquisition which should arrive by the end of June 2012.


The new vessel will be the first of the new 3000 (eight metre) Series Noosa Cat to enter service with a marine rescue organisation. This vessel was chosen after extensive testing by the VMRHB Boat Replacement Committee who readily recognised its improved handling and power to weight characteristics over the vessel it will replace.

The choice of the new vessel is seen as a continued alliance VMRHB has with the catamaran style of vessel. This is in fact the sixth cat now supplied to the unit either under the former Shark Cat or now Noosa Cat brand name. This brand of vessel has proved themselves in the waters of Hervey Bay since the Unit commenced in the late 1970's whereby, their strength, reliability and performance have always shone through.

The new vessel will carry the same name as its predecessor, *Boat Club Rescue*, named after the Hervey Bay Boat Club's fishing and sailing inter-club squadrons that have been the unit's vessel sponsors now for a number of years.


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The new vessel will replace a 7.3m Noosa Cat purchased in 2004 from our sister unit Currumbin VMR when, due to the changing bar conditions in their area, the large vessel's operational viability was compromised. Since that time, and after a minor refit at Noosa Cat, the 7.3 went into service as a quick response and daily work load vessel. Having been a few years old at the time and having now performed her part for a number of years with VMRHB, enduring four sets of engine changes, it is now time to look at retirement.

Originally this was not the concept as due to the vessels amazing condition for her age the unit was looking at a full refit rather than replacement. When the costing and negotiations were done for our needs the logistics clearly showed in favour of a new vessel. With this the planning was then taken up.

In planning the unit looked at a full needs assessment in order to take us forward. What we had against what we wanted and what was needed was fully assessed. The result of all this is what we shall soon have.

A number of persons not involved in the project management of the new vessel build have queried the choice the vessel. This query was always very simple to answer. Why change and walk away from something that has proven itself to suit our needs and operational environment in the past.

The new vessel although larger and heavier in comparison to the current vessel, but powered by the same twin 225hp engine capacity, is expected to be at least equivalent to if not more economical to operate in the area of performance.

The new build option also saw the unit incorporating into the build process a drier ride for her crew from her predecessor. Proven needs for our area of operation was that of an open half cabin. This was one such need sadly missed on many occasions by the crews of the old vessel that was of the open soft top configuration.



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In all, the entire building program has gone without a hitch. The builders have done a resounding job on maintaining production and of fitting in with us regarding minor changes through various progress inspections.

The building of this vessel will see it delivered to the unit on an equally impressive purpose built stainless steel tri axle trailer. The supply of this trailer will again allow the unit to regain its ability to meet our obligations to the Local Counter Disaster Group that was lost through the sale of our current vessel's trailer some years ago.

Leith Lindsay
Chairperson – BRC

VMRHB Training

Since the last *Rescue One* Bob Lucey has, due to the complexities and new requirements in the radio room, rebadged himself as Radio Training Coordinator and I have stepped into a caretaker role as UTC whilst the Assistant Unit Training Coordinator, Trevor Lovelock prepares for the role.

He will supersede me in June.

We have, in the last months, signed up several new active members across all disciplines; crew, radio, administration and support services.

A warm welcome to all.

Training is proceeding exceedingly well and has been complimented by one of our skippers, Gary Brown, becoming endorsed by Marine Safety Queensland as an Assessor for Certificate 1 (Elements of Shipboard Safety) which is a Nationally recognised commercial qualification. Further to that, Commodore Tom Hudson and Vessel Group Coordinator Leith Lindsay, after an intense training session in Brisbane are now competent to train and assess Senior First Aid and CPR certification.

All in all Hervey Bay Marine Rescue can now train and assess our active members to commercial standards in all facets of our Search and Rescue and Boating Safety commitments, to the community of Hervey Bay, fully in-house.

Phil Norton
State Training Officer – VMRAQ
Acting UTC – VMRHB

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raby bayVMR



Exciting times indeed for VMR Raby Bay as changes begin to roll out. The old cliché exists that a team is only as good as its individual members. VMR Raby Bay is completely blessed to have exactly the right people doing the right jobs. All aspects of the unit's functioning are going well from operations through training to fundraising. Not normally one for blowing my own trumpet so to speak I would just like to mention that I am unashamedly proud of my team and congratulate them for all the good things happening around the base.

Training

The training team has had a busy time since the last meeting. We have had the following events over the last three months:

- 5 x members complete their TAE qualification
 - 1 x member certified as a MSQ assessor for ESS
 - Several members completed their radio operators licence
 - 6 x planned training nights
 - 2 x In water and Live Flare Demonstration
 - 3 x completing the First Aid Train the Trainer course
- We have approximately 40 units of competency completed (Andy Ross UTC)

New Vessel

On water trials for the new *RBI* have commenced. Stability information for this vessel has also now been finalised. As constructed and initially launched the vessel was almost correct except that at rest, the vessel sat very slightly bow heavy. To be registered for Class 2C operations, this is unacceptable and if it weren't the vessel would not have been accepted by VMR Raby Bay in this condition. To rectify this situation the vessel was returned to have a 'Z' bow fitted in the form of pods. The original structure of the vessel was left intact and

pods fitted along the forward two metres of bow. This had the effect of lifting the bow at rest by almost 150mm, well in excess of the 100mm required. Whilst being modified the vessel was viewed by the prior owner of Powercat Marine Industries, who further advised that to assist in carrying weight, a 100mm wide flat 'planing plank' should be added along both keels. This work was also carried out. We were pleased to have solved the 'at rest' issue, but were amazed when returning the vessel to Raby Bay to find that it handled noticeably better, had a smaller radius of turn, sat flatter during turns, deflected less spray and went 3.9kts faster notwithstanding that the engines now hit the rev limiters! A new series of engines has just been released by Suzuki which incorporate larger gearbox teeth and the ability to electronically switch between clockwise and anti-clockwise rotation. A suitable purchaser was organized for the existing near new engines and the new 2012 engines fitted to the boat.

Apart from being stronger, they will allow us more flexibility upon sale by having the option to sell the engines as a pair or separately. Most teething problems with the vessel have now been rectified, these included the inevitable raft of minor electrical issues, one leaking gland etc.

The most notable testing ground for this vessel so far was without a doubt its participation in the SAR offshore from the Gold Coast. I

watched as the vessel

was hit repeatedly beam on by aggressive three metre seas which often completely obscured my view even though I was less than 50m from the vessel. I am well impressed with the vessel's stability.





Once permanent registration of this vessel is finalised, I will commence planning a launching ceremony and will advise all stakeholders accordingly.

Fundraising

In such tough economic times we can't realistically expect fundraising efforts to be as successful as they may have been in the past. I am pleased to report the fundraising team have overcome this by sheer hard work and look at this stage to be on track for an all-time record. This is much needed after constructing the new vessel.



On the Water

Recent weekends have seen a run of reasonable weather for a change and so there has been a corresponding increase in the amount of general boating activity. As a result crews have been noticeably busier with routine assist operations. Whilst crews have generally been busier, all rescue equipment has been working well and little difficulty has been encountered providing this assistance. As is well known now, On Tuesday, April 17, 2012 a man and woman left the Gold Coast for an evening fishing trip in a small vessel offshore from Southport. For reasons still under investigation, the vessel swamped and sank. One female occupant made it ashore but the master was lost at sea. A lengthy SAR ensued organised by Gold Coast Water Police. As of the Thursday VMR Raby Bay became involved, eventually supplying two vessels to assist the search effort. Despite generally poor conditions including three metre seas, this was a well-organised high quality search. A testimony to the quality is that the cap worn by the master was recovered two miles offshore within the expected search area. Despite the surface and aerial effort, the master was never found. One possible scenario for future efforts would be for squadrons to look at cross training personnel for such eventualities. It is difficult for even a larger unit to supply a large number of personnel over an extended period of time.

Work Health & Safety

VMR Raby Bay has professional Work Health & Safety personnel on crew as well as a number of members currently completing the Cert IV. The management committee was

grateful recently as these members conducted a thorough audit of the base as well as attending a management meeting to explain the results of the audit as well as explaining the 2011 changes to legislation. Pursuant to the audit, we are now out to quotation to have all doors within the base that may be used as an emergency exit to be re-swung in the opposite direction so that they swing outwards in the event of an emergency. Whilst away on the Gold Coast SAR, Luan Baldwin from MSQ attended the base to assist representatives from VMR Raby Bay and other squadrons with managing the WH&S audit component of the vessel safety management systems.

Activities

Medivac: 35

Breakdown: 27

Insufficient Fuel: 1

Grounding: 8 (Ouch!)

Sinking/Sunk: 4

Search: 12

Total Events: 87, Total Training: 65 Total Activities: 152

Total people returned to safety: 154

Fuel burned on activities: 9552 litres, Fuel used for training: 3964 litres Total Fuel: 13516 litres

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North Stradbroke Island VMR



You become more appreciative of your training when one of your own is the beneficiary of it, in this case, advanced resuscitation. A month or so ago, one of our crews had just begun a training exercise when one of the members collapsed on board the boat as a result of an adverse reaction to medication. The other crew members attended to him until the boat returned to the One Mile pontoon and the paramedics took over. The paramedics praised the crew for

their actions as they did all their training prepared them for. I am pleased to say the 'patient' will be back on duty on his next roster weekend.

What this incident has prompted us to do is now take oxygen and the defib on board *Blue Diamond* and *Straddie 3*, our non-medivac boats, every time we go out. It has made us realise that when we are out on these boats doing whatever, we may receive an urgent medical call requiring this equipment saving valuable time that it would take to get *North Stradbroke 1*, our medivac boat, into the water and to the scene.

It has also prompted one of our members, Richard Dunn, who has recently become a first responder, to initiate regular training with the oxygen equipment with all crews. As we know, unless we do something on a regular basis, when the pressure is on the details are not attended to as efficiently as they could be. Joining up tubes, bags, masks and choosing the correct oxygen delivery in a crisis is something that should become second nature, hence the need for constant practice. Richard intends springing the odd scenario on crews so reacting in real time is also practiced.

As a result of a drop of recruitment leaflets in all the PO Boxes at Dunwich, Amity and Point Lookout, we were successful



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in attracting six very good new recruits. They have embraced their training and have brought with them further skills, knowledge and contacts that can only enhance our operation. Welcome aboard Peter Burke, Linda Thierry, Colin Haigh, Ivan Zoltan, Skip Ruppenthal and James Griffith. James is a coxswain with Manta Dive Lodge at Point Lookout, and though he cannot attend weekend duty due to his dive commitments, he has proved invaluable during the week where he can do medivacs. James attracted medivacs like flies during the Easter holiday period where he did three on one particular day alone.

With such a busy Easter, the new pontoon at One Mile along with the purpose built base for the QAS Stryker stretchers fitted to *North Stradbroke 1*, has certainly improved the efficiency of patient transfer.

Our UTO, Rob Kenyon continues to organise training modules with a number of our members jumping off jetties in life jackets recently and climbing in to a liferaft. It wasn't the warmest of days so Rob was not the most popular of souls. Six members also completed their radio course and exam at VMR Raby Bay.

Here's to a safe and incident free winter on the water.
Doug Fraser



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gladstoneVMR



VMR Gladstone's new building.

Some mothers do have them.

Recently we had a call from a vessel who reported he was aground and needed some assistance. He said his batteries were very low and the island in the distance was Keppel Island. We asked for his lat and long and said he couldn't give any

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as his batteries were flat. He said he was 10m sailing boat. This was dilemma for us as if he was near Keppel we would transfer it to AVCG Yeppoon who don't monitor our frequency but can use our repeater if necessary. From the general description another vessel called in and said he saw the possible vessel the previous day south of Gladstone towing a dinghy. Another call advised us he was aground at the mouth of the Boyne river south of Gladstone.

Our deputy Search and Rescue controller who lives in the vicinity was dispatched to verify this information and confirmed the vessel was aground and the dinghy was on the beach. He waited for some hours before the owner returned. He told him that he was going to Keppel Island and pointed across the harbour to Facing Island at least 100km short of Keppel Island. He was navigating with iPhone but the battery went flat and he went ashore to get it charged. He said he would like a tow but when advised there would be a charge retorted back that everyone wants to charge when someone is in trouble. Our member then advised him as he is standing on sand on a beach he can hardly be in trouble.

““ Our new building is forging ahead with the roof going on in May. We were fortunate enough to receive a grant from the Gambling Community Benefit Fund to pay for the radio room installation””

At this stage we passed all the information we had on the Water Police who ended up towing him to sheltered water.

The next day he sailed all the way up the harbour no radio through the busy shipping channel and passed the marina and ended up well north and got mixed up with the dredging operations. As we were out on a training run we ended up towing him to the marina. His whereabouts now is unknown.

An Honest Person

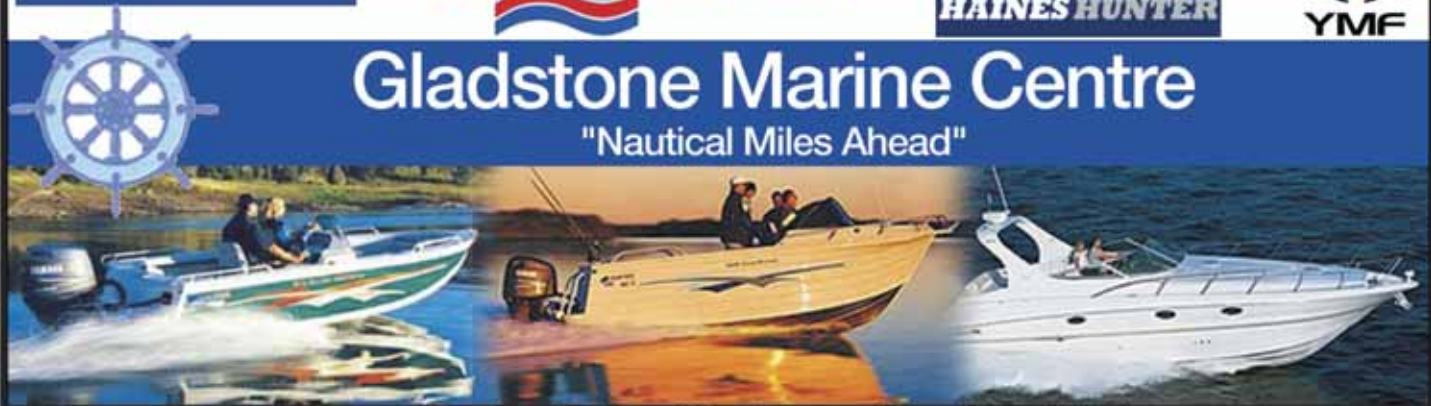
After reading the Hervey Bay report on people being towed having long pockets and short arms we recently had a very interesting experience. About two years ago we towed someone in and he said he said he was broke and had no money. He said he would pay as soon as he was better off financially. We thought this was going to be the end of it and would not see any payment. In January we received a cheque and a note from this person who said he was now better off financially and would like to pay his outstanding account. Shows there are still honest people around.

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Option one.

Annual General Meeting

Gladstone had their AGM in May and the outgoing executive was re-elected unopposed and two new members were elected to the committee with one member retiring due to work commitments. At the meeting boat skippers Doug Savage and Joe Mobbs were awarded Life Membership.

New Building

Our new building is forging ahead with the roof going on in May. We were fortunate enough to receive a grant from the Gambling Community Benefit Fund to pay for the radio room installation.



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On a Lighter Note

The author has just returned from a holiday in Canada and Alaska (like hundreds of other Aussies) and being on the lookout for new boat designs noticed these two. Option one greeted us in Alaska and would be just the thing to get the recalcitrants to pay up or option two which has good all round visibility.



Option two.

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VOLUNTEER MARINE RESCUE **ASSOCIATION OF QUEENSLAND INC.**

WORKPLACE HEALTH & SAFETY POLICY

The Volunteer Marine Rescue Association Queensland Inc. accepts the principle that the Workplace should be a healthy and safe place and therefore requires that its member Squadrons should adopt a standard Workplace Health and Safety Policy.

SQUADRON

WORKPLACE HEALTH & SAFETY POLICY

The Squadron shall:

- (a) Ensure by all practical means, the observance of Workplace Health and Safety Standards as may be required.
- (b) Ensure that all Squadron working/active members should have regards for the Health and Safety of themselves and others.
- (c) Conduct appropriate Health and Safety educational programs.
- (d) By periodic Safety Audits, identify unsafe or unsatisfactory equipment, conditions or practices and take steps to rectify these.
- (e) Maintain records of work associated illness or injury.

Timely Political Comment

which shows feelings haven't changed for centuries!

1. Just because you do not take an interest in politics doesn't mean politics won't take an interest in you! – Pericles (495-429 BC)
2. A government big enough to give you everything you want, is strong enough to take everything you have. – Thomas Jefferson (1743-1826)
3. Government is the great fiction, through which everybody endeavours to live at the expense of everybody else.
– Frederic Bastiat, French economist (1801-1850)
4. A government which robs Peter to pay Paul can always depend on the support of Paul. – George Bernard Shaw (1856-1950)
5. Government's view of the economy could be summed up in a few short phrases; if it moves, tax it. If it keeps moving, regulate it. And if it stops moving, subsidise it.
– Ronald Reagan (1911-2004)
6. Giving moon and power to government is like giving whiskey and car keys to teenage boys. – PJ O'Rourke, Civil Libertarian (1947-)
7. Democracy must be something more than two wolves and a sheep voting on what to have for dinner.
– James Bovard, Civil Libertarian (1956-)
8. The government cannot give to anybody anything that the government does not first take from somebody else. – Anon
9. What this country needs are more unemployed politicians. – Edward Largely, Artist (1828-1995)
10. If you don't read the newspaper you are uninformed, if you do read the newspaper you are most likely misinformed. – Mark Twain (1835-1910)



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Just a minute

The following has been around many times via the internet, but for those who haven't seen it already here is an insight into the art of the political spin doctor. It would be funny if the principle wasn't so dead-set true!

An amateur genealogy researcher was doing some personal work on her own family tree. She discovered that she shared a great-great uncle with a very high ranking senior parliamentarian. Their mutual ancestor was hanged for horse stealing and train robbery in Melbourne in 1889.

The only known photograph of great-great uncle Remus shows him standing on the gallows at Melbourne Gaol. On the back of the photoograph was the following inscription:

'Remus ... Horse thief, sent to Melbourne Gaol 1885, escaped 1887, robbed the Melbourne-Geelong train six times. Caught by Victoria Police Force, convicted and hanged 1889'.

So the researcher emailed the parliamentarian at his office for information about their mutual relation. Believe it or not, his staff sent back the following biographical sketch for her research:

'Remus ... was famous in Victoria during the mid to late 1800's. His business empire grew to include acquisition of valuable equestrian assets and intimate dealings with the Melbourne-Geelong Railway. Beginning in 1885 he devoted several years of his life to government service, finally taking leave to resume his dealings with the railway. In 1887 he was a key player in a vital investigation run by the Victoria Police Force. In 1889 he passed away during an important civic function held in his honour, when the platform upon which he was standing collapsed.'

Now THAT'S how it's done, folks!

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Blood of Scotland ...

An Arab sheik was admitted to St Vincents Hospital for heart surgery, but prior to the surgery, the doctors needed to store his blood in case it was found to be required during the procedure.

As the gentleman had a rare type of blood, it couldn't be found locally, so, the call went out to other hospitals.

Finally a Scot was located who had a similar blood type. The Scot willingly donated his blood for the Arab.

After the surgery, the Arab sent the Scotsman, as appreciation for giving his blood, a new BMW, diamonds and US dollars.

A couple of days later the sheik had to go through a corrective surgery. His doctor telephoned the Scotsman who was more than happy to donate his blood again.

After the second surgery, the sheik sent the Scotsman a thankyou card and a jar of candies.

The Scotsman was shocked that the sheik this time did not reciprocate his gesture as he had anticipated.

He phoned the sheik and asked him "I thought you would be generous again ... but you only gave me a thankyou card and a jar of candies". To this the Arab replied: "Aye, but now I have Scottish blood in me veins"

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Black Humour ...

A male patient is lying in bed in the hospital, wearing an oxygen mask over his mouth and nose and still heavily sedated from a difficult four hour surgical procedure.

A young student nurse appears to give him a partial sponge bath. "Nurse" he mumbles, from behind the mask "Are my testicles black?"

Embarrassed, the young nurse replies "I don't know, sir, I'm only here to wash your upper body." He struggles to ask again "Nurse, are my testicles black?"

Concerned that he may elevate his vitals from worry about his testicles, she overcomes her embarrassment and sheepishly pulls back the covers. She raises his gown, holds his penis in one hand and his testicles in the other, and moves them around and around gently.

Then, she takes a close look and says "No sir, they aren't and I assure you, there's nothing wrong with them."

The man pulled off his oxygen mask, smiled at her and said very slowly, "Thank you very much, that was wonderful, but I would still like to know are my test results back?"

Warm and Fuzzy Grandpas

A six year old goes to the hospital with her mother to visit her grandpa. When they get to the hospital, she runs ahead of her mother and bursts into her grandpa's room ...

"Grandpa, grandpa," she says excitedly. "As soon as my mother comes into the room, make a noise like a frog!"

"What?" said her grandpa. "Make a noise like a frog" she said "because mummy says that as soon as you croak, we're all going to Disneyland."

Blonde Crabs are Legal

A lawyer boarded a Jetstar flight in Perth with a box of frozen crabs and asked a blonde stewardess to take care of them for him. She took the box and promised to put in the crew's refrigerator.

He advised her that he was holding her personally responsible for them staying frozen, mentioning in a very haughty manner that he was a lawyer and proceeded to rant at her about what would happen if she let them thaw out.

Needless to say, she was annoyed by his behaviour. Shortly before landing in Sydney, she used the intercom to announce to the entire cabin, "Would the lawyer who gave me the crabs in Perth please raise your hand."

Not one hand went up ... so she took them home and ate them.

1. Lawyers aren't as smart as they think they are.
2. Blondes aren't as dumb as most folk think.

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V.M.R.A.Q Members Will:

- 1. RESPECT THE LAW AND THE SYSTEM OF GOVERNMENT.**
- 2. RESPECT OTHER PEOPLE.**
- 3. BE DILIGENT.**
- 4. ALWAYS ACT WITH INTEGRITY.**
- 5. MAKE DECISIONS AND UTILISE RESOURCES WITH DUE REGARD FOR ECONOMY AND EFFICIENCY.**

For more information on the 5 principles, please refer to the Code of Conduct & Anti Discrimination Manuals held by your Management Committee.

Date of Issue 01.09.96



keep your kids safe on boats

Safety on boats is paramount, especially with children on board. It's important that your little boaties wear proper approved lifejackets when underway and for smaller children, at all times on boats. There's no need to risk the unimaginable with cheap toy lifejackets or by using spare adult sized lifejackets that don't fit properly. These days, kids' size Personal Floatation Devices (PFDs) built to Australian safety standards are affordable and easily available.



Platinum Marine's latest range of PFD's includes nine models for children and the sizing lists a weight range, making it easy to match the right size to each child. The Platinum Excalibur PFD1 and Apollo PFD1 ranges both offer three sizes: Child X-Small (10-15kg), Child Small (12-25kg), and Child Med (22-40kg), all of which are licensed products that meet the strictest Australian safety standards. They also have clever features such as bright visible colours, reflective strips, a whistle and easy grab points.

PFD2 type jackets are more comfortable and suitable for mobile activities, such as riding in a ski biscuit or water-skiing. The Platinum Ocean Wave PFD2 jackets come in two sizes for kids: Child (12-25kg) and Junior (22-40kg).

Block-type PFDs are the most affordable and most common PFD's stowed on boats in Australia, because they're a cheap way to cover minimum legal safety requirements, yet ensure your passengers are safe. However, too many boaties carry adult sizes of these for

their kids, overlooking the fact that it doesn't provide the same level of safety and is also illegal. There is no need to do this when a kid's size is also available in this format – and they are dirt cheap. The Platinum Standard Childs PFD1 block type is rated for kids 22-40/40-60kg. The Jarvis Walker brand also has this style in a kid's size, called the Jarvis Walker Std Block PFD 1 Child.

Carrying the correct size PFD's on board for your children is an easy way to make your boating hassle-free, fun and relaxing this summer. The better a PFD fits, the safer it is and importantly, the more comfortable it is to wear all day, which minimises complaints and resistance to wearing what could be a life saver.

It is just as important to ensure the adults on board are covered, too, so check all your safety gear and adult PFD's regularly and enjoy your boating with peace of mind.

For more information on Platinum Marine lifejackets, visit www.platinummarine.com.au/category/safety



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